

IV. LAND USE ANALYSIS

Note: The most up-to-date existing land use map adopted by the Baltimore County Council is dated 1993. That land use map served as the basis for this analysis.

Table 1
Existing Land Use 1993
Bowleys Quarters Study Area

Land Use	Acres	Percent of Study Area
Single family detached	1131.3	40.1
Single family attached	94.6	3.4
Multi family	44.9	1.6
Single family attached pipeline	5.6	0.2
Total Residential	1276.3	45.3
Mixed use commercial	125.8	4.5
Industrial	71.8	2.5
Industrial pipeline	9.0	0.3
Total Industrial	80.8	2.9
Institutional	68.3	2.4
Park and Recreation	100.4	3.6
Agricultural/Open Space	142.2	5.0
Forest	555.0	19.7
Undeveloped	470.1	16.7
Total	2819.0	100.0

a. Land Use Distribution

The total study area consists of 2,819 acres. The dominant land use is residential totaling 1,131.3 acres or 40.1% of the study area, which is consistent with the development pattern in Bowleys Quarters. Of that total, 1,276.3 acres or 45.3% are designated single family detached, 94.6 acres or 3.4% are designated single family attached and 44.9 acres or 1.6% are designated multi-family.

Forest land followed by undeveloped land make up the next largest land use categories. The former consists of 555 acres or 19.7%, the latter of 470.1 acres or 16.7%. Agricultural/open space comprises 142.2 acres or 5%, while 100.4 acres or 3.6% of land are designated for recreation and parks.

Commercial land uses account for 125.8 acres or 4.5% of the study area. Much of the commercial land uses are concentrated on the upper portion of the peninsula at the Carroll Island Shopping Center.

Industrial land uses amount to 80.8 acres or 2.9%. They are located in two areas, 1) the intersection of Carroll Island Road and Bowleys Quarters Road and 2) the Baltimore Gas and Electric Crane Power Plant site.

The smallest land use category is institutional uses. The 68.3 acres or 2.4% of the study area which are classified institutional, accommodate two elementary schools, Seneca Elementary and Chase Elementary School, and several community churches.

Note: The data in Table 1, on page 6, Existing Land Use 1993, does not correspond to the graphic representation of land use shown on the Proposed Land Use Map on page 5. The existing land use map, which was adopted by County Council, has not been updated since 1993. Since that time, the County has more than doubled the land use for park and recreation (the acquisition of the Eastern Regional Park site being responsible for this change). The Proposed Land Use Map, which is consistent with the Land Use Map proposed for the Master Plan 2010, reflects the change in the park and recreation category. Additional changes show a slightly amplified total in the mixed use commercial category and a corresponding decrease in the residential land use category. The change is due to an increase in the number of marinas designated as commercial uses.

b. Population Projections

Availability of public sewerage is expected to result in accelerated growth. The projections presented below use transportation zones to estimate population growth. In the case of the Bowleys Quarters community, transportation zone #445 served as the primary data base. That zone consists of approximately the same land area as census tract 4518.02, which functioned as the basis for the Land Use and Zoning Analysis.

The following methodology was used to obtain the population projections presented below. The amount of vacant land in 1993 was calculated. The maximum density of the vacant sites was determined to be 920 new dwelling units. Because the potential build-out rarely matches the historical trend of occupancy permits issued, due to environmental constraints and County requirements, the number for each transportation zone must be reduced to reflect a realistic estimate of development activity.

There may be some inaccuracies based on the unique situation in the Community where the average age is decreasing. Existing dwellings are being expanded. Older homeowners are being replaced by younger, new owners and renters with larger families. This may be offset by environmental constraints reducing the effective density. Also, the projections, which were conducted in 1993, did not anticipate the growth caused by the availability of public sewer.

Issue: Accuracy of population growth projections.

Action: County will update figures when the year 2000 census data becomes available.

Fig. 2

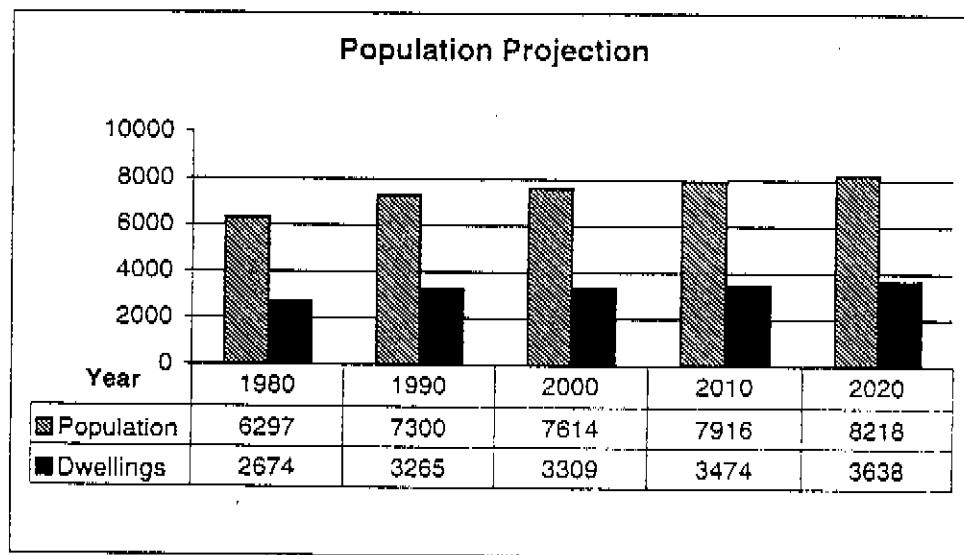
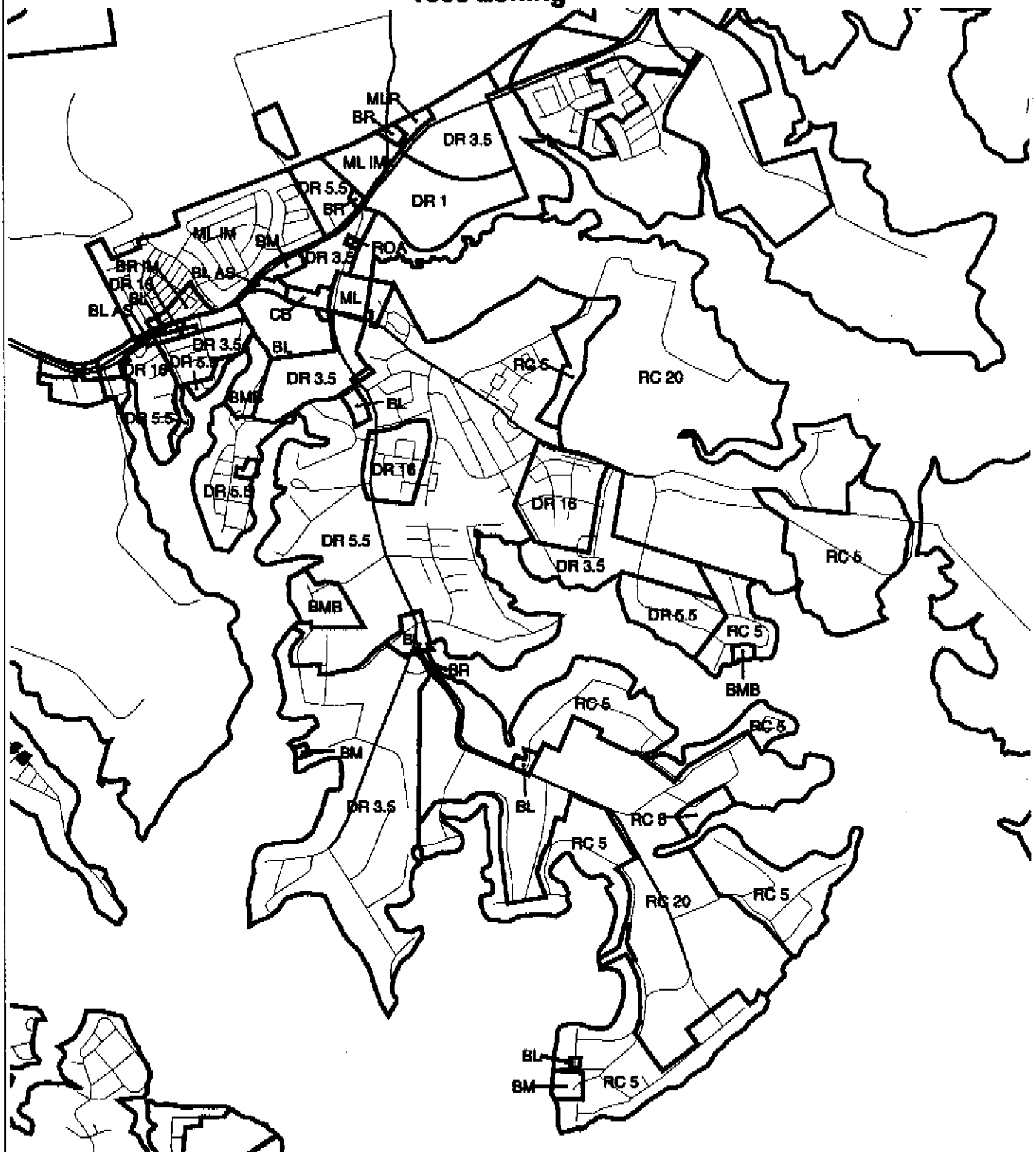


Table 2
Existing Zoning, 1999
Bowleys Quarters Study Area

ZONING	ACRES	PERCENT OF STUDY AREA
<u>Business Zoning</u>		
BL	54.6	1.9
BLR	6.0	0.2
BM	12.2	0.4
BMB	37.3	1.3
BR	5.0	0.2
CB	5.1	0.2
Total Business	120.2	4.3
<u>Residential Zoning</u>		
DR 1	57.9	2.1
DR 16	112.7	4.0
DR 3.5	431.0	15.3
DR 5.5	594.1	21.1
Total Residential	1195.8	42.4
<u>Industrial Zoning</u>		
MH IM	3.2	0.1
ML	211.8	7.5
MLR	8.2	0.3
Total Industrial	223.3	7.9
<u>Resource Conservation Zoning</u>		
RC 20	781.4	27.7
RC 5	497.5	17.6
Total Resource Conservation	1,278.9	45.4
<u>Office Zoning</u>		
ROA	0.8	0.0
Total	2819.0	100.00

Bowl ys Quarters C mmunity Plan 1998 Zoning



1000 0 1000 2000 Feet



Date: 8/20/00
Zoning: Baltimore County Office of Planning (11-125000)
Plan: Baltimore Metropolitan Council (11-20000)

c. Zoning

The study area consists of a mix of residential, resource conservation, commercial and industrial zoning classifications.

During the 1996 Comprehensive Zoning Map Process (CZMP), a considerable amount of land was rezoned in response to the community's request to reduce the overall residential density. The most dramatic change is apparent in the DR 5.5 zoning category. DR 5.5 is a residential zone that allows 5.5 units per acre. It permits townhouse development only if the Baltimore County Hearing Officer finds it is compatible with the neighborhood. Between 1991 and 1996 the percentage of DR 5.5 zoned land changed from 43.4% to 21.1%. Much of the DR 5.5 zoned land was rezoned to DR 3.5, a residential zoning category which allows only single family detached housing at a density of 3.5 units per acre.

Much of the commercial zoning in Bowleys Quarters is located in the northernmost portion of the peninsula. It includes the Carroll Island Shopping Center and the commercial parcels along Carroll Island Road and Bowleys Quarters Road. Prior to 1996, several parcels were zoned Business Roadside (BR) and Business Major (BM). These zoning categories permit uses such as nightclubs, used car dealerships, and striptease businesses. During the 1996 CZMP, several commercial properties which were unimproved, or which did not use their property to the fullest extent possible, were rezoned to Business Local (BL), Business Local Restricted (BLR), or Community Business (CB). The former is the least permissive among the traditional commercial zoning categories. The latter two are performance based business zones, which not only prohibit uses that potentially could be detrimental to a community, such as pawnshops, cash checking facilities, nightclubs and bail bondsman businesses, but also provide performance standards that assure high quality development.

Another significant zoning change since 1992 is that the Business Maritime Boatyard (BMB) classification was applied to most of the local marinas and boatyards. Within the study area 37.3 acres or 1.3% are zoned for maritime uses. Prior to 1992, most marinas and boatyards operated by special exception on residentially zoned land.

The study area contains 223.3 acres, or 7.9% of land with industrial zoning. Most of the industrially zoned land is concentrated in two areas. One area is at the intersection of Carroll Island Road and Bowleys Quarters Road, the other is the Baltimore Gas and Electric Crane Power Plant.

Almost half of the study area has resource conservation zoning. Approximately 781.4 acres or 27.7% are zoned RC 20 and 497.5 acres or 17.6% are zoned RC 5. Combined, the land with resource conservation zoning encompasses 1,279.7 acres or 45.4% of the study area. RC 20 is applied to much of the forested land in the interior of the lower portion of the Bowleys Quarters peninsula. While it allows one dwelling per 20 acres, it is not intended for residential

development. Instead, it functions as an important tool to protect the Chesapeake Bay.

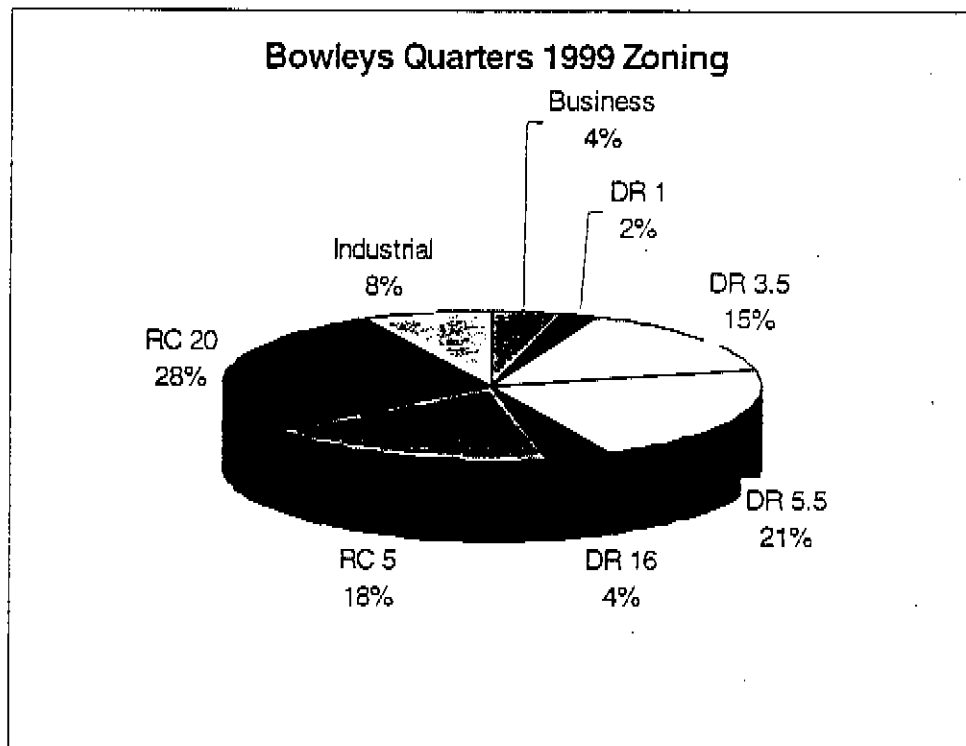
As far as residential development is concerned, RC 5 zoned properties pose the biggest challenges. RC 5 zoning is intended to accommodate residential development at a rate of 0.667 dwellings per acre. Minimum lot size in the RC 5 zone is one acre. Many of the unimproved parcels can not meet this minimum lot size requirement. With the advancement of public sewer toward the lower necks, where most of the RC 5 zoning is mapped, pressure to develop these undersized lots is mounting.

Issue: Residents support single family detached residential development. This does not include residential townhouse developments. Bowleys Quarters is not a designated growth area. New residential subdivisions should be consistent with the community's existing development pattern of single family detached homes. Additional zoning changes may be necessary to achieve this goal.

Action: During the 2000 Comprehensive Zoning Map Process the BQIA will request that the Planning Board and the County Council consider the rezoning of all remaining DR 5.5 zoned parcels to lower the existing zoning classification.

Fig. 3

d. Public areas:



Existing marina expansions, new marinas and Miami Beach County Park result in summertime peaks of water oriented visitors to the community. The seasonal increases in vehicle traffic for boating and swimming may have a negative impact on traffic flow and the environment. Projected population growth will further aggravate this problem.

Issue: Seasonal peaks in vehicular traffic due to boating, swimming and other recreational activities could slow down the response time of emergency vehicles.

Action: The BQIA will monitor growth and work with County agencies for any additional "public facilities" such as boat launch ramps, swimming beaches, fishing areas, etc. (continuous).

e. Martin State Airport:

The 1989 Airport Noise Zone Certification established a 65 Loud Noise Zone over part of the Long Beach Estates area of the lower peninsula (see Fig. 4). New development in this area is limited.

The airport will remain a "general aviation" facility serving all non-commercial aircraft. Maryland Aviation Administration (MAA) will discourage scheduled service or cargo operations in favor of BWI where they are more appropriate and can be better accommodated. The MAA will continue to lease facilities to the MD Air National Guard, flight schools, businesses, police, medivac helicopters etc. The current 6:15 am through 9:45 p.m. tower operations are not expected to be extended.

1988 was the peak traffic year with 175,000 operations (landings and takeoffs). Long range forecasts, using essentially the present facilities, indicate a 43% increase to 250,000 operations. This number is somewhat inflated by the "touch and go" training operations of the flight schools. It is essential that specified flight patterns be enforced. Approximately 2,200 trees were planted along airport perimeters in 1990, including along Frog Mortar Creek, in order to help reduce ground level noise.

Issue: Objectionable noise levels, air and runoff pollution and safety are major concerns to the Community.

Action: The MAA will enforce residential development regulations in the 65 Loud Noise Zone. (As required)

Action: The MAA will advise local elected officials and the community of any operational changes (Maryland Air National Guard change of aircraft type, etc.). Changes will not exceed noise levels of 1990 aircraft types.

Action: The current size of the noise zone and noise levels will not be increased without written notification to the County administration, the County Council, and surrounding neighborhood. Every effort should be made through improving technology to reduce the noise zones and noise levels. (MAA continues).

Action: The community will request the airport management to notify all aircraft customers to refrain from operating aircraft between the hours of 8:00 pm through 7:00 am.

Action: The community to request the airport management to notify all aircraft customers to avoid flying over Bowleys Quarters community, if the aircraft they are operating has the maneuverability to do so.

The Maryland Department of Transportation (MDOT) and the MAA are proceeding with a \$25 million improvement to Glen L. Martin State Airport. Major improvements include repairs to the runway, a new control tower and building with the existing tower to remain as a historical structure.

New taxi ways and site preparation for additional hanger space of 60,000 square feet is now being built to house additional corporate jets. In order for the MD Air National Guard to be in compliance with FAA standards, the MAA is studying the plan to fill in a section of Frog Mortar Creek up to 200 feet to create a safety barrier.

Issue: The filling in of Frog Mortar Creek.

Action: The community, including marina owners, oppose an action to fill in Frog Mortar Creek. The BQIA will represent the community on this position at appropriate agency hearings/meetings.

Action: The BQIA will encourage using alternatives acceptable to the FAA which would prevent the filling in of Frog Mortar Creek.

Issue: The flight of airplanes, which under the FAA description are of acrobatic flight, that occur over residential areas.

Action: The MAA will file a written report with the FAA with a copy sent to the BQIA that occurs as a result of a community resident complaint.

f. Baltimore Gas and Electric Crane power station:

The only major industrial facility located in the community is the BGE Crane Power Station, which is located at the mouth of Seneca Creek. During the last 20 years

various environmental problems associated with the operation have been reported. However, in recent years the company's ability to work with community organizations has created an "open door" relationship regarding efforts to solve reported problems. The facility has two major effluent discharges into community waters and stack gasses into the atmosphere. All of these are regulated through State of Maryland permits. There exists at the present time a major underground oil spill, which is being remedied.

Deregulation of electric power in Maryland is likely since neighboring states have already deregulated. Deregulation may cause some power plants to be sold and thus have new owners. Maintaining the open door relationship that has been experienced with BGE is important to the community. A dialogue with any new owners must occur to ensure that residents and the environment are not impacted.

Issues: Environmental problems associated with the operation of the BGE Crane Power plant.

Action: DEPRM will monitor the facility to assure protection of the environment and will make all pertinent data available to the community.

Action: Any new potential owners of the plant will be invited to community meetings to review their plans for the facility utilization and for developing a close working relationship.

g. A.V. Williams Properties

1. A.V. Williams Tract:

The 1,016 acre, A. V. Williams tract is located northwest of the community, between White Marsh and Middle River. The site is the largest tract of unimproved land with industrial zoning in Baltimore County and is designated as an "opportunity area" in the Eastern Baltimore County Revitalization Strategy. Over the past years, the site was considered for several development projects, such as an international trade center and theme park complex, an automobile assembly plant and a speedway. None of these projects were developed. Community concerns regarding traffic, air and noise pollution, the lack of adequate facilities such as water, sewerage and roads remained important issues. The site has environmental constraints, which pose a challenge to potential developers. Nevertheless, a key reason previous development proposals were abandoned, was inadequate access. Efforts are under way to extend MD 43 to Eastern Avenue. This would provide the site with the necessary access.

The BQIA supports the development of this parcel and endorses the efforts made by the County government to pursue State and Federal funding for the construction of a road that would open up this last major tract of industrially zoned land in Baltimore County. The BQIA has been actively involved and has voiced its

opinion to both county and state governments regarding issues concerning the A. V. Williams site.

Issue: Assess the impact of the development of the A. V. Williams tract on the community.

Action: The BQIA will review any proposals to develop this site, and work to ensure that development plans are consistent with the goals of this plan.

2. Williams Estates – A Manufactured Home Community:

The BQIA has worked with the Pascal Turner Group for many years to ensure that community interests and concerns were known to the Williams Estates community. The BQIA has had very good communication over the years and found their representatives responsive to the concerns of Bowleys Quarters' residents. Improvements completed by Williams Estates have impressed the Bowleys Quarters community and future plans have always been communicated to BQIA representatives for review. The BQIA appreciates the business practice of working with the surrounding communities and supports future plans of Williams Estates to further enhance their development. The major projects planned for this community are:

- Further enhancements to the property fronting on Eastern Boulevard.
- Continuation of the upgrading of manufactured homes available in the Peppermint Woods portion of the development.
- Development of a small shopping "strip center" intended to primarily serve nearby residents.

Issue: Monitor development of the proposed community shopping center to ensure that build-out is within the scope of plans agreed to by the BQIA.

Action: Work with the Pascal-Turner Group to ensure that the shopping area is built according to the agreements reached at the time the development was proposed.

h. Hart-Miller Island disposal site

Hart-Miller Island is a regional dredging material disposal site operated by Maryland State Environmental Services and the Maryland Port Administration. It is utilized by all major dredging contractors in the rechannelization of the Chesapeake Bay and the Baltimore Harbor. Space has been reserved at the facility to accommodate materials from dredging projects. A major recreational

beach facility, which is utilized by the public, is located on the leeward side of the island. Starting in 1980, 30,000 cubic yards of sand were replenished on the recreational beach. Offshore stone breakwaters and revetments were constructed for the long-term erosion control of the recreational area. For the most part, during its 20 year operation, the facility has operated according to specifications. Periodic discharges, laden with sediment and other pollutants, have created concern to community residents regarding the quality of the surrounding waters. Concern has also been expressed about the effect of the normal discharge of the facility on the fish life in the area.

The South Cell environmental restoration plan, a portion of Hart Miller Island, is scheduled for completion in 1999. The study determined that the materials in the South Cell can be used to create wetlands and shallow water habitat. The South Cell area will serve as habitat for migratory shorebirds, nesting Least Terns and migratory songbirds. Construction is scheduled to begin in 2000.

Issue: Monitoring of the water quality problems associated with the operation of the Hart-Miller disposal site.

Action: The Hart Miller Island Oversight Committee will continue monitoring operation to assure protection of the environment and make all pertinent data available to the community. A representative from the community will attend the State meetings to obtain first hand information on the status of this site and report back to the community (continuous).

i. Marinas

Thirteen marinas employing approximately 100 people represent the community's major "industry." Five have Business Maritime Boatyard (BMB) zoning, two have Business Major (BM) zoning, one has Business Roadside (BR) zoning and five operate under a special exception in a residential zone. All marinas in Bowleys Quarters are surrounded by residential areas. The marinas rely on and have a major impact on the "public domain" waters surrounding the community. Strong regulation is required to protect the residential areas, the marinas and the environment.

In 1998, the Department of Natural Resources posted restricted speed limits in Sue Creek and Middle River.

In 1999, marinas have approximately 2370 wet storage slips and 200 rack storage dry slips.

Five marinas have launch facilities for transient, trailered boats. In addition, each waterfront property could support up to four slips. On summer weekends this activity brings several thousand cars into the community. Some boaters continue to ignore noise and speed limits, safe boating practices, litter and pollution regulations.

Issue: Marina expansion within residential areas.

Action: Enforce zoning, Critical Area regulations and other legislation designed to protect residential areas and the environment.
(OP, DEPRM)

Issue: Environmental impact.

Action: See environmental issues.

Rack storage has evolved from dry, winter storage of summer wet slip stored boats to full time "dry slip" storage. Rack storage can dramatically increase marina boat storage capacity and impact the surrounding residential areas and waterways. The County has adopted regulations for dry slip storage.

Issue: Assess the negative impact of rack storage on residential areas.

Action: Monitor and provide feedback to the county on regulation violations. (BQIA)

Action: All rack storage, dry storage and expected trailer launched boats to be indicated in proposals for expansions and new marinas.
(OP)

The storage of recreational boats for profit on private residential lots is commonly referred to as an "illegal" or "bootleg" marina. Illegal marinas frequently generate additional traffic, parking, litter and noise from boaters, which affects the quality of life of adjacent property owners. In 1993, Baltimore County enacted regulations that limited the number of boats a person can store on a residential pier. The processing of zoning violations is generally complaint driven. In response to valid citizen complaints the County issues a violation notification to the property owner in question. If the zoning violation is not corrected voluntarily, a citation is issued and the defendant is taken to court.

Issue: "Bootleg" Marinas

Action: The BQIA will communicate requirements to residents and will encourage residents to notify either the BQIA or the County about existing "bootleg" marinas in the community. If necessary the BQIA will notify the County anonymously of resident complaints.